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IN THE CLAIMS:

65. (Currently Amended) A vehicle occupant seat detection means and weight responsive classification system for ~~advanced~~ a supplemental restraint system ~~for~~ of a vehicle; comprising:

a weight-sensing unit operatively secured beneath at least ~~one~~ a seat in said vehicle;

a computerized system communicatively connecting said weight sensing unit to a supplemental restraint system ~~installed in said vehicle~~, said supplemental restraint system comprising at least one airbag system each having at least one airbag, each said airbag system corresponding to one of said ~~seats~~ at least one seat;

said at least one weight-sensing unit ~~being~~ configured for taking weight measurements of at least an occupant in ~~a~~ said at least one seat, and comprising means for converting said weight measurements into one or more electrical signals, and communicating said electrical signals to said computerized system;

said computerized system ~~being~~ programmably configured to calculate an operating weight value from said electrical signals corresponding to said weight measurements ~~for each~~ of an occupant in said seat and ~~to communicate~~ communicating said operating weight value to said airbag system corresponding to said ~~seat~~ at least one seated occupant;

each said airbag system being electronically configured for receiving said operating weight value for said seat and for ~~mechanically~~ adjusting a deployment unit within said airbag system to deploy said at least one airbag with a deployment force and acceleration for airbag inflation that are proportionate to said weight measurements;

said computer system comprises at least an erasable programmable read only memory "EPROM" operatively configured with said computerized system for monitoring the weight of at least a seated ~~occupants~~ occupant and for correcting the weight of at least a changing occupant; and

said weight sensing unit disposed between a seat mounting structure means and the floor means of a vehicle ~~responsive~~ responsible for determining the actual weight of a seated occupant, wherein said airbag system is rendered of sufficient deployment force and acceleration for said airbag inflation to keep said seated occupant on the seat when a collision is sensed, but is not rendered of sufficient deployment force and acceleration for said airbag inflation to cause impact injury to the occupant .

66. (Original) The vehicle occupant seat detection means and weight responsive classification system of claim 65, wherein said weight sensing unit comprising at least a load cell.

67. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 66, wherein said load cell configured with at least a strain gauge comprising electrical resistance means ~~for transforming~~ responsible for generating electrical energy corresponding to said occupant's weight ~~into electrical energy~~.

69. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system ~~for a weight responsive apparatus~~ of claim 65, wherein said ~~computer means further comprises at least an~~ EPROM further comprises means for controlling weight data about a changing occupant at an address line configured for each seat and responsible for effectively controlling the classification data for at least a vehicle occupant.

69. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system ~~for a weight responsive apparatus~~ of claim ~~67~~ 68, wherein said EPROM further comprises means for correcting said seat occupant's weight data at the address line when said data is influenced by at least an external force comprising of at least a force created by bumps and/or at least a transient pike.

72. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system ~~for a weight responsive apparatus~~ of claim 68, wherein said address line configured for each seat comprising at least one occupant detection means , wherein said occupant detection means comprising means for sensing weight and generating a weight signal corresponding to the weight of at least a seated occupant.

73. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system ~~for a weight responsive apparatus~~ of claim ~~69~~ 67, wherein said ~~sensing unit comprises at least a~~ load cell ~~comprising at least a strain gage configured with at least an electrical resistance means and~~ operatively configured with at least a restraint device, the restraint device communicatively connected to said computer system comprising means for adjusting the deployment force/speed of said restraint device responsive to the weight value of the occupant on the seat.

72. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim ~~66~~ 70, wherein said address line ~~configured for each seat,~~ further configured with means for comparing identified weight data with the seated occupant's weight data, said means generating at least a new data if said comparison is significantly different ~~correcting seat occupant data when said data is influenced by at least an external force~~.(.)

73. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 66, wherein said load cell comprises at least one strain gauge each configured to sense a force applied to it ~~when said occupant occupies said seat~~, each said gauge comprising electrical resistance elements configured to detect and measure resistance occurring when external strain is ~~applied to said gauge~~ sensed, wherein said external strain ~~corresponds to said~~ corresponding to at least an applied force from said ~~occupant~~ occupant's body on said seat, and ~~is~~ wherein said external strain being converted into corresponding electrical ~~current for communicating said electrical signals~~ energy for communications.

74. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 65, wherein said computerized system comprises a control module comprising ~~electrically connected to~~ a central processing unit, said control module ~~programmably configured to identify~~ comprising means for identifying each ~~said~~ seat for which said weight measurements are taken and ~~to activate~~ activating said airbag system corresponding to each said seat for which said weight measurement exceed a minimum weight threshold value

generally corresponding to the weight of at least a small child.

75. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 74, wherein said minimum threshold value is ~~about~~ at least 20 pound.

76. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 74, wherein said control module ~~is~~ further configured to receive analog ~~electric line~~ signals ~~from said weight sensing unit regarding said weight measurements, said control module further being configured to convert~~ and converting said analog signals to digital signals corresponding to said ~~analog signals~~ occupant's weight.

77. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 76, wherein said control module ~~is~~ further configured to convert said digital signals to binary signals corresponding to ~~said analog~~ signals ~~and suitable~~ for use with ~~a~~ plurality of transistorized switches ~~that comprise~~ comprising said central processing unit for ~~processing said weight measurements as said binary signals and~~ communicating said operating weight value ~~calculated therefrom~~.

78. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 74, wherein said central processing unit comprises read only memory ~~having~~ configured with a basic input-output system comprising at least a storage means ~~for storing said weight measurements communicated from said control module~~, wherein said processing unit further comprising random access memory, and wherein said read only memory ~~storing~~ operatively configured with a software program ~~that utilizes~~ responsive for said random access memory, said ~~software program being programmed to use said~~ random access memory responsive for accessing said weight measurements ~~from at least an~~ and in communication with said address line ~~in said basic input-output system and for calculating said operating weight value~~.

79. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 65, wherein said deployment unit comprises a combustion chamber operatively connected to a canister of igniting gas, a microprocessor configured ~~to receive~~ for receiving said operating weight value ~~communicated from said computerized system~~, said microprocessor electrically connected to an accelerometer, said accelerometer electrically connected to said canister and operatively connected to said combustion chamber.

80. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 79, wherein said accelerometer ~~is electrically~~ communicatively connected to said canister, wherein said ~~by a~~ canister configured with at least a microprocessor electrically connected to a gas release valve relay and an igniter, and wherein said gas release valve relay ~~being~~ communicatively connected to a release valve operatively connected to said canister ~~between said canister and~~ for releasing proportionate amount of gas into said combustion chamber.

81. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim ~~74~~ 80, wherein said accelerometer comprises at least one piezoelectric crystal operatively connected to a mass in contact with a spring, said spring operatively connected to a sliding pot secured to said combustion chamber, said sliding pot configured to adjust an opening in said combustion chamber for expansion of igniting gas ~~from said canister~~ into said at least one airbag.

82. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim ~~81~~ 79, wherein said microprocessor ~~is~~ further configured to translate said operating weight value ~~received from said computerized system~~ into an electric ~~current~~ energy operatively proportionate to said weight measurements, said electrical energy responsible for energizing ~~and to energize~~ said at least one crystal ~~with said proportional current~~, said energized crystal ~~configured with said mass~~ responsible for translating said electrical energy ~~of said proportional current to~~ into mechanical energy, said energy responsible for displacing said mass and correspondingly compressing said spring ~~for adjustment of~~ and enabling said sliding pot adjustment ~~a degree~~ correspondingly proportional to said weight measurements.

83. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 80, wherein said accelerometer ~~is~~ further configured to ~~deliver~~ transmit a first signal corresponding to said operating weight value to said canister microprocessor, said canister microprocessor configured to process said first signal and deliver to said gas release valve relay a second signal corresponding to a specific volume of gas to be released ~~from said canister through said release valve~~ into said combustion chamber, said specific volume of gas comprising the amount of said gas required to generate said deployment force and acceleration for airbag inflation ~~that are~~ correspondingly proportionate to said weight measurements.

84. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 83, wherein said accelerometer comprises at least one piezoelectric crystal, each operatively connected to a mass in contact with a spring, said spring operatively connected to a sliding pot secured to said combustion chamber, said sliding pot operatively configured to adjust an opening in said combustion chamber(,) for expansion of igniting gas ~~from said canister~~ into said at least one airbag, said specific volume of gas and said opening defined by said sliding pot are calibrated ~~together~~ such that ~~said opening and said volume generate~~ said deployment force and acceleration are enabled when said volume of gas is ignited ~~by~~ , whereby said igniter ignites said gas when a collision sensor ~~operatively connected to said vehicle~~ senses a collision has occurred of a severity requiring airbag deployment.

85. (Original) The vehicle occupant seat detection means and weight responsive classification system of claim 65 further comprising a collision sensor operatively connected to said computerized system.

86. (Original) The vehicle occupant seat detection means and weight responsive classification system of claim 65 further comprising a collision sensor operatively connected to said deployment unit.

87. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 85 ~~or claim 86~~, wherein said collision sensor ~~is configured to signal for~~ communicatively configured to initiate deployment of airbags in response to ~~a threshold~~ said collision severity threshold.

88. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim ~~85 or 86~~ 87, wherein said ~~collision sensor is configured to signal for deployment of airbags in response to a threshold collision severity, said threshold~~ collision severity threshold comprising at least a collision substantially equivalent to said vehicle traveling between about 10 m.p.h. and 15 m.p.h. and hitting a substantially rigid ~~wall~~ object.

89. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 65, wherein said computerized system ~~is~~ configured to ~~temporarily~~ store said weight measurements and to erase said weight measurements for said at least one ~~said~~ seat when said occupant leaves said seat ~~to store newly taken~~ and wherein a at least a new weight ~~measurements~~ measurement is enabled when said occupant or a new occupant occupies said seat.

90. Cancelled.

91. Cancelled.

92. Cancelled.

93. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 65, wherein said weight sensing unit comprises a weight measuring capacity of ~~about 1,000 pounds~~ at least 1 pound.

94. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 65 further comprising a signal amplifier, said amplifier configured to amplify at least one of analog, digital, and binary ~~electronic~~ signals ~~transmitted~~ within ~~said advanced~~ at least a supplemental restraint system.

95. (Currently Amended) The vehicle occupant seat detection means and weight responsive classification system of claim 65 further comprising a transient voltage suppressor ~~electronically~~ communicatively connected to the computerized system, said suppressor configured to filter ~~or diminish~~ transient spikes ~~that have potential for damage within the computerized system or to cause~~ , said voltage suppressor responsible for preventing abnormal readings or communications within the computerized system.

96. Cancelled.

97. Cancelled.

98. Cancelled.

99. Cancelled..

100. Cancelled.

101. Cancelled.

102. (NEW) The vehicle occupant seat detection means and weight responsive classification system of claim 65, wherein said weight sensing unit includes means for regenerating at least a vehicle seat occupant signal when the seat identification data from at least an address line does not match the seat identification data of at least the seated occupant.

103. (NEW) The vehicle occupant seat detection means and weight responsive classification system of claim 65, wherein said means for regenerating at least an occupant signal includes means for determining if the is at least an identified seat with data at the address line, whereby if there is an identified seat data, comparing said

identified data with the current seated occupant is enabled, and wherein if such comparisons are significantly different, regenerating at least a new data based on the current information on the seated occupant is further enabled.

104. (NEW) The vehicle occupant seat detection means and weight responsive classification system of claim 65, wherein said weight sensing unit further comprising sensors disposed between the floor means and the seat mounting structure means of the vehicle responsible for measuring at least the occupant's actual weight and enabling signal communication therefrom.

105. (NEW) The vehicle occupant seat detection means and weight responsive classification system of claim 65, wherein said weight sensing unit operatively configured with said computerized system and communicatively connected to said airbag system responsible for controlling the resistance of said supplemental restraint device, such that in an accident, an occupant of a vehicle impacts the device without injury.

106. (NEW) The vehicle occupant seat detection means and weight responsive classification system of claim 65, wherein said computerized system further comprising means for calculating a restraint value of said supplemental restraint device based upon at least the weight value of the occupant and/or at least a collision force value according to the vehicle speed.

107. (NEW) The vehicle occupant seat detection means and weight responsive classification system of claim 65, wherein said supplemental restraint device further comprising means for controlling the airbag tension, wherein the airbag is rendered of sufficient tension to keep the occupant on the seat when a collision is sensed, but is not rendered of sufficient tension to cause impact injury to the occupant.

108. (NEW) The vehicle occupant seat detection means and weight responsive classification system of claim 65, wherein said weight sensing unit further comprising means for housing at least an electrical resistance means responsible for converting said occupant's body weight into electrical energy.

109. (NEW) The vehicle occupant seat detection means and weight responsive classification system of claim 65, wherein said means for housing said electrical resistance means comprising at least a load cell.

110. (NEW) The vehicle occupant seat detection means and weight responsive classification

system of claim 65, wherein said load cell further comprises at least a silicon substrate.

REMARKS:

Claims 65 -101 are in the application. Claims 90-92 and 96-101 have been withdrawn from consideration for being independent or distinct from the invention as originally filed.

Claims 65-89 and 93-95 are rejected for the following reasons.

Claims 65 and 72 are objected to because of some informalities.

Regarding claim 65, "for advanced supplemental" has been changed to " for a supplemental."

All mention of "improve"/"advance" has been removed from the claims.

At line 11, of claim 65, "occupant in a said seat" has been replaced with "occupant in said seat." Reconsideration is respectfully requested.

Regarding claim 72, applicant has respectfully removed the extra period. Reconsideration is respectfully requested.

Claims 65-89 and 93-95 stands rejection under 35 USC 112 First paragraph for reciting elements without support in the original disclosure.

Regarding claim 65, applicant has amended the claims. Mechanically has been cancelled and adjusting a deployment unit is maintained as described in the specification. Reconsideration is respectfully requested.

Regarding claim 65, the application of piezoelectric accelerometer is maintained as described in the specification and has been fully explained as applied in the claimed invention. Reconsideration is respectfully requested.

The Examiner has objected to Applicant's use of the art-recognized term piezoelectric "accelerometer" as being in reverse with the art recognized definition. Applicant respectfully traverses the examiner's objection in that regard, because the specification describes the art-recognized structure for an accelerometer, and even though the use of the accelerometer in the context of the Applicant's invention is not necessarily either commonly or uncommonly recognized in the art, the structure as described is indeed an accelerometer. Accelerometer can be described as a combination of two transducers whereby the primary transducer typically may be a single degree of freedom vibration mass, or seismic mass, which converts the acceleration into a displacement, and a secondary transducer which converts the displacement of the seismic mass into an electric signal. Thus, the use of the term is proper and the objection on this basis should be withdrawn. Reconsideration is respectfully requested.

Regarding the erasable programmable read only memory "EPROM." EPROM has been adequately disclosed in the specification to enable one of ordinary skill in the art. The equipment to operate the EPROM has been disclosed in the specification.

Furthermore, regarding claims 65-89 and 93-95 of the invention, the specification discloses computer means "computerized system," communication means, piezoelectric accelerometer, sensing means, restraint device, airbag system, seat structure, electrical resistance element "strain gage," and EPROM all within the scope of the description of the invention. All manners of making and using these devices are also described in the specification. The Office Action Rejected claims 65-89 and 93-95 for allegedly failing to comply with the written description requirement of first paragraph of USC $ 112. When a disclosure describes a claimed invention in a manner that permits one skilled in the art to reasonably conclude that the inventor possessed the claimed invention, then the written description requirement is satisfied. This possession may be shown in any number of ways and applicant need not describe every claimed feature exactly because there is no IN HAEC VERBA Requirement. MPEP 2163. There is a reasonable clarity in the description of the piezoelectric accelerometer, the EPROM, the sensing means, and the communication means MPEP2163.02. AND MPEP 2163(1)

Applicant is mindful of the generally inverse correlation between the level of skill and knowledge in the art and the specificity of the disclosure necessary to satisfy the written description requirement. (MPEP 2163(11)(A)(2))

The burden to rebut this rejection with evidence and/or argument has not yet shifted to applicant. MPEP 2163.04 and (MPEP 2163(111)(A)). Applicant respectfully submits that such is the case here. Accordingly, Applicant Respectfully Requests favorable reconsideration and withdrawal of the rejection of claims 65-89 and 93-95 under first paragraph of 35 USC 112.

Claims 65-89 and 93-95 stands rejection under 35 USC 112 second paragraph for being indefinite for failing to particularly point out and distinctly claim the subject matter

which applicant regards as the invention. Reconsideration is respectfully requested.
Regarding claim 67, "transforming" has been cancelled and the claimed invention amended as described in the specification. Reconsideration is respectfully requested.
Regarding claim 68, applicant has respectfully corrected the terminology and amended the claimed invention to clarify the terminology. Reconsideration is respectfully requested.
Regarding claim 69, applicant has amended the claimed invention to clarify the claimed invention. Reconsideration is respectfully requested.

Applicant has amended claims 65, 67-84, 87-89 and 93-95 in view of the Examiners comments. Applicant respectfully submits that claim 65-89 and 93-95 now even more fully satisfy the requirements of the second paragraph of 35 USC 112. Accordingly, favorable reconsideration and withdrawal of this rejection are respectfully requested.

The has rejected claims 65-89 and 93-95 under 35 u.s.c 103(a)
The Examiner has rejected claims 65-89 and 93-95 as being unpatentable over Steffens, Jr. et al., "US Patent 5,413,378"in view Turner et al. "US Patent 5,956,703" and Mehney et al. "US Patent 6,039,344."
In response to the office action mailed March 26, 2008, Applicant respectfully requests that the Examiner favorably consider the following remarks.

The examiner has rebuked the novelty and non-obviousness of the claimed invention by identifying non subject matters from prior art teachings of Steffens, Jr. et al., (US 5,413,378) in view of Turner et al. (US 5,956,703), and Mehney et al (US 6,039,344), that these teachings suggest features of the claimed invention.

Regarding claims65-89, and 93-95 rejected as being unpatentable under Steffens, Jr. et al. in view of Turner et al. The Examiner has declined to consider the novelty and non-obviousness of the claim's positioning of the weight sensing unit even though the positioning is above the context and/or the purpose of the cited prior art devices since the positioning as described in the instant invention is such that elastic behavior is eliminated and actual body weight is enabled.

The Applicant's claimed patentable weight for the positioning of the weight sensing unit is patentable because it necessitates the life, safety, and vitality of the occupants. The weight sensing unit as described in the instant invention is mounted within solid structures as opposed to cushioning surfaces as described in the teaching of Steffens, Jr. et al. The positioning of the weight sensing unit as described in the instant invention is vital to the safe operation of the airbag system within the network such that the deployment force of the airbag is proportionate to the weight of the occupant on the seat. Whereas, the teaching of Steffens, Jr, et al. consist of weight sensors mounted on the cushioning surface of the seat, which would not measure the actual weight of the occupant. As a result, Steffens Jr., et al. configured a network consisting of discrete regions as opposed to weight responsive airbag system as seen in the instant invention.

Applicant traverses the Examiner's combination and asserted that the combination of Steffens, Jr., et al. and Turner et al. is deficient because it does not disclose at least the aforementioned features of the claimed invention. The disclosure of Turner et al. does not expressly use the structure of the weight sensor to validate the life, meaning, and vitality of the deployment force of the airbag system. Applicant therefore asserts that the claimed invention is not found in the combination of Steffens, Jr., et al. and Turner et al. because the teaching of Turner et al. is limited to abstract sensing environment and failed to show the structure through which the sensors are embodied. There is no real structure in the teaching of Turner et al. to show what the sensors are sensing. Therefore programming the sensors of Turner et al. would not render the sensors "seat specific" because Turner et al. failed to show any seat structure combination with respect to the computerized system that rendered the teaching seat specific. The vehicle occupant seat detection means and weight responsive classification system of the instant invention should be accorded a patentable weight because it offers a distinct definition of variable deployment force for airbag systems and falls within the claimed invention's limitations. The Amendments made in the claimed invention are in accordance with section 714.13 of MPEP compliance with requirement of a showing under 37 CFR $1.116(b) (3) Reconsideration is respectfully requested.

Furthermore, Applicant traverses the Examiner's combination of Steffen, Jr., et al. in view of Mehney rt al., and asserted that the combination is deficient because Mehney et al. had procession of the origin of the instant invention which was filed July 14, 1997. The asserted combination is improper at least because a communication took place regarding all combined elements of Mehney et al., and Applicant has included at least a copy of such communication. Mehner et al. further failed to mention their knowledge of Applicant's disclosure during their filing. As such, the combination of Steffens, Jr., et al and Mehney et al is rendered improper.
Reconsideration is respectfully requested

Besides, Mehney et al. teaches apparatus 10, vehicle seat frame 30, weight sensor apparatus 20, 22, occupant protection device 102, bottom portion 32, and the back portion 34, whereby the occupant's seat bottom portion 32, and the back portion 34 bears the occupant's weight load, but are not structurally configured to bear the occupant's actual weight. Additionally, the weight sensors are positioned to respond to the deflection of the cushion under the influence of the weight of the occupant of the seat, but has no way of presenting the occupants actual weight to enable controlling the deployment force and acceleration of the airbag system such that the airbag is deployed with a force that will not course any further injury to the occupant on the seat.

Mehney et al. teaching comprises mounting the weight sensors to depend on the deflection of the seat cushion through elastic behavior rather than allowing the entire magnitude of the occupant/s weight to act on the sensor poisoned between the seat mounting structure and the floor of the vehicle. The teaching of Mehney et al. is desirably structured to depend on the seat cushion. As such, even if all the combinations of Steffens, Jr., et al., Turner et al., and Mehney et al. are taken in any form, it could not have been obvious by one of ordinary skill to present the teaching of the present invention because the present invention solves a unique problem through the teaching of mounting the weight sensors on solid structures to measures the actual weight of vehicle occupants and to compute a deployment force and acceleration for a seated occupant that would not course any further injury to the occupant.

Applicant respectfully submits that the office has failed to make out a prima Facie case of obviousness against independent claim 65-89 and 93-95 because it has failed to sufficiently articulate the features of the structures and novelty of the instant invention and why one of ordinary skill in the art would have been motivated to make the asserted combination.

Applicant further content that the body of the claimed invention depends on the preamble for completeness and the preamble gives life, meaning, and vitality to the claims. Accordingly the preamble of the instant invention should be afforded a patentable weight. Additionally, the incorporation by reference of the preamble features of the seat detection means and weight responsive classification system defines structures not found in the cited combinations.

The completeness of the vehicle seat detection means for the instant invention is clearly explained in the drawings, which of cause are supported by the body of the preamble. Accordingly, the claim's preamble has the import that the claimed invention as a whole suggests for it. As a matter of law, if the claim's preamble when read in the context of the entire claim, recites limitations of the claim, or if the claim's preamble is necessary to give life, meaning, and vitality to the claim, then the claim's preamble should be construed as if in the balance of the claim. The claim preamble of the instant invention is necessary because it gives life, meaning, and vitality to the claims.

Applicant respectfully submits that independent claim 65 patentably defines over all the asserted combination of the prior art devices of Steffens, Jr. et al., Turner et al. and Mehney et al. for at least the following reasons: the asserted combinations are deficient because they do not disclose at least the aforementioned features of claim 65. Reconsideration is respectfully requested.

Claims 90-92 and 96-101 although drawn from the specification as originally filed, have been cancelled.

Claims 102-110 have been added. Claims 102-110 are drawn from the specification as originally filed, further claiming aspects of the detection and classification system of claimed in 65. Applicant was in procession of the claimed invention containing subject matters enabled by the specification. Reconsideration is respectfully requested.

Respectfully

12/16/08

Joseph Tabe

TRW

TRW Automotive
Occupant Restraint Systems

TRW Vehicle Safety Systems Inc.
4505 W. 26 Mile Road
Washington, MI 48094
810 781.7200
Fax: 810.781.7340

25 November 1997

Dear Mr. Tabe:
Fax: 301-608-3531

Subject: Your Safety Restraints Invention

This refers to your telephone call to TRW Vehicle Safety Systems (VSSI) regarding the subject item.

TRW Vehicle Safety Systems Inc. (VSSI) does not accept any information relating to product designs or manufacturing processes (to include software) from non-employees under circumstances which could imply an obligation of confidentiality or compensation. Accordingly, before VSSI will review your invention, you must waive any requirement you may have for confidentiality or compensation.

Attached are two (2) copies of a Statement of Ownership and Waiver of Confidentiality and Compensation. If you sign and return one copy of the waiver, representatives of VSSI and/or its parent company, TRW Inc., will review your invention. You will then be advised as to whether we have an interest in the invention.

In order to review and evaluate your invention, VSSI's representatives will require a clear, complete, written description and sketches or drawings of the invention. Please ensure you include all supporting text, sketches, drawings, etc.

Sincerely,

Charles E. Steffens
Director
Systems Application Engineering
and Technology Management

TRW

TRW Automotive
Occupant Restraint Systems

TRW Vehicle Safety Systems Inc.
4505 W. 26 Mile Road
Washington, MI 48094
810.781.7200
Fax: 810.781.7340

18 March 1998

Dear Mr. Tabe:
Fax: 301-608-3531

Subject: Joseph Tabe - Air Bag Deployment Force Control System

This refers to your 15 March 1998 facsimile to TRW Vehicle Safety Systems (VSSI) regarding the subject item.

On 25 November 1997, TRW Vehicle Safety Systems faxed to you a reply regarding your invention along with two Statement of Ownership and Waiver of Confidentiality and Compensation forms. (Copy attached)

TRW Vehicle Safety Systems Inc. (VSSI) does not accept any information relating to product designs or manufacturing processes (to include software) from non-employees under circumstances which could imply an obligation of confidentiality or compensation. Accordingly, before VSSI will review your invention, you must waive any requirement you may have for confidentiality or compensation.

Attached are two (2) copies of a Statement of Ownership and Waiver of Confidentiality and Compensation. If you sign and return one copy of the waiver, representatives of VSSI and/or its parent company, TRW Inc., will review your invention. You will then be advised as to whether we have an interest in the invention.

In order to review and evaluate your invention, VSSI's representatives will require a clear, complete, written description and sketches or drawings of the invention. Please ensure you include all supporting text, sketches, drawings, etc.

Sincerely,

Charles E. Steffens / bes.

Charles E. Steffens
Director
Systems Application Engineering
and Technology Management

TRW Inc.

STATEMENT OF OWNERSHIP
AND
WAIVER OF CONFIDENTIALITY AND COMPENSATION

Ownership

I hereby represent that I own all right, title, and interest in and to certain developments relating to a(n) ______________________. The developments are specifically identified in the sketches and written materials which are listed on the reverse of this document. * To the best of my knowledge, no one else claims any right, title, or interest in or to the developments.

No Confidentiality or Compensation

I acknowledge and agree that I am submitting information relating to the developments identified above to TRW Inc. and/or TRW Vehicle Safety Systems Inc. (collectively and individually "TRW") without agreement for or expectation of confidentiality, and without any promise of compensation, and that no obligation of any kind is assumed by, or may be implied against, TRW in connection with this submission. This information is submitted in order to have TRW evaluate the developments and possibly to interest TRW in them. I understand that TRW will not accept the foregoing information except under the conditions set forth below. Accordingly, I HEREBY AGREE that:

1. My rights and remedies arising from

(a) any submission of information to TRW relating to the developments identified above, whether such information is contained in the materials listed on the reverse of this document or is hereafter submitted to TRW orally or in writing, or

(b) any disclosure or use of such information by TRW

shall be limited to those rights and remedies which have been or may in the future be accorded to me or my assigns or principals by United States or foreign patents or copyrights.

2. I waive any and all other claims against TRW and its officers, directors, and employees arising from any submission of such information by me or those authorized by me to TRW, or any subsequent disclosure or use of such information by TRW.

No Other Agreements

I also acknowledge that TRW has made no oral or written representation whatsoever concerning the submitted information or the developments described in the submitted information, except as provided in this document, and has entered into no oral or written agreement with me concerning the same.

Signed: ______________________

Name: ______________________
(Please Type or Print)

Date: ______________________

* Please list all materials relating to the developments including any cover letter, which you would like to have TRW evaluate.

PR024-1 July 90
Individual

TRW Inc.

Executive Offices
1900 Richmond Road
Cleveland, OH 44124

Office of Counsel

2 March 1999

Mr. Joseph A. Tabe
525 Thayer Ave., Apt. 315
Silver Spring, Maryland 20910

Re: "Weight Responsive Supplemental Restraint Computer System/Airbag Variable Force Control System"
My File No. OS-98-23

Dear Mr. Tabe:

Thank you for your letter dated 22 February 1999 regarding the above-identified invention. Could you please clarify something for me?

You have sent several letters regarding your ideas to TRW in the past. Some of the letters were sent to me and some were sent to my colleague Maurice Salada. I am a little confused as to how your 22 February letter relates to things you have previously sent to us. The text of the application (WO 99/03711) attached to the 22 February letter appears to be identical to the text of a patent application sent to Mr. Salada last year, although that application had a different abstract and two extra drawings.

If the WO 99/03711 patent application is the same as the patent application previously sent to Mr. Salada, then the attached Statement, signed by you on 9 November of last year, would appear to cover this application. Please confirm this for me. If not, I will have to send you another form for this patent application.

Regards,

Allan Vogele

Allan W. Vogele
Senior Counsel
Intellectual Property & Licensing
216.291.7393 (voice)
216.691.6696 (facsimile)
allan.vogele@trw.com

AWV/dl
Attachment